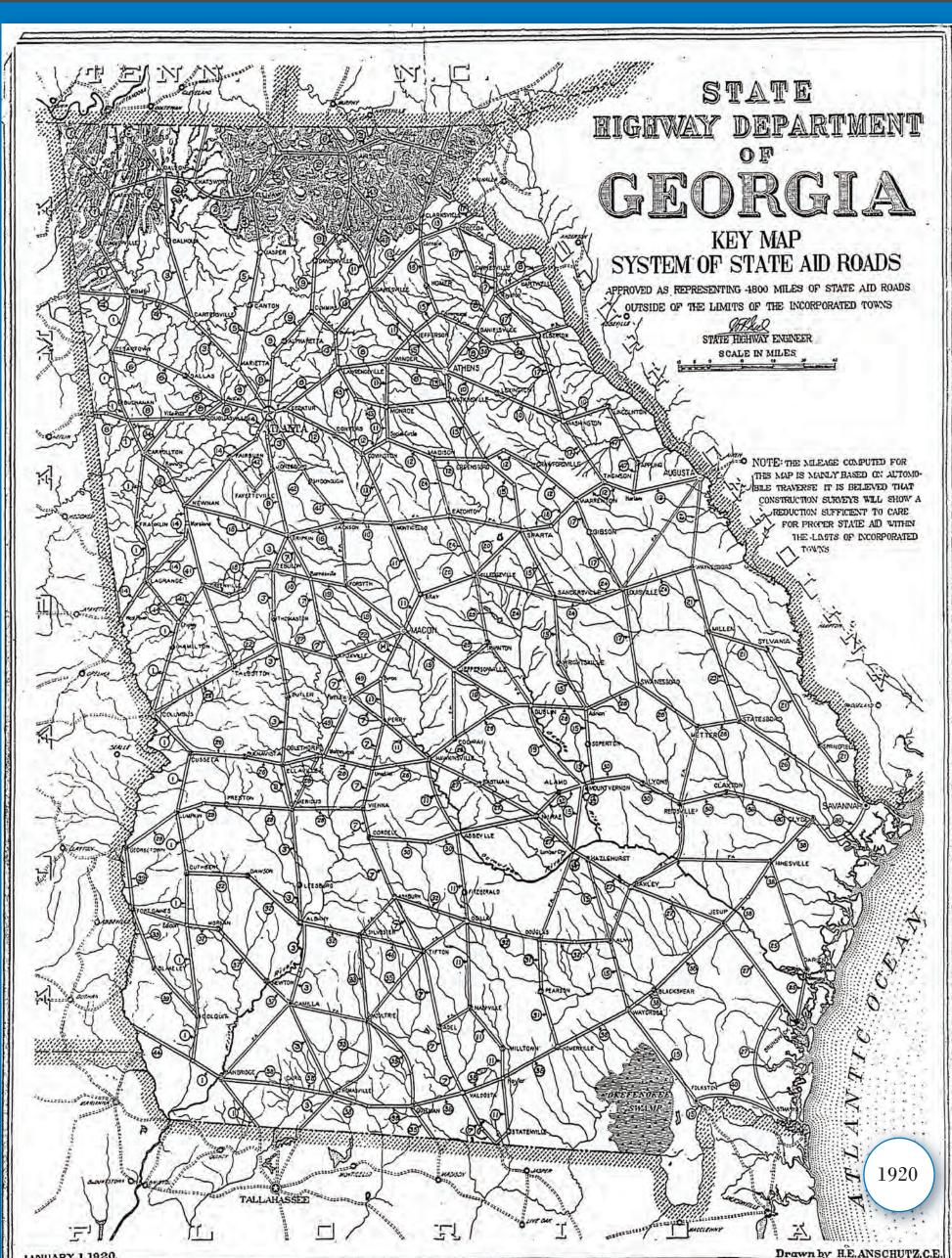
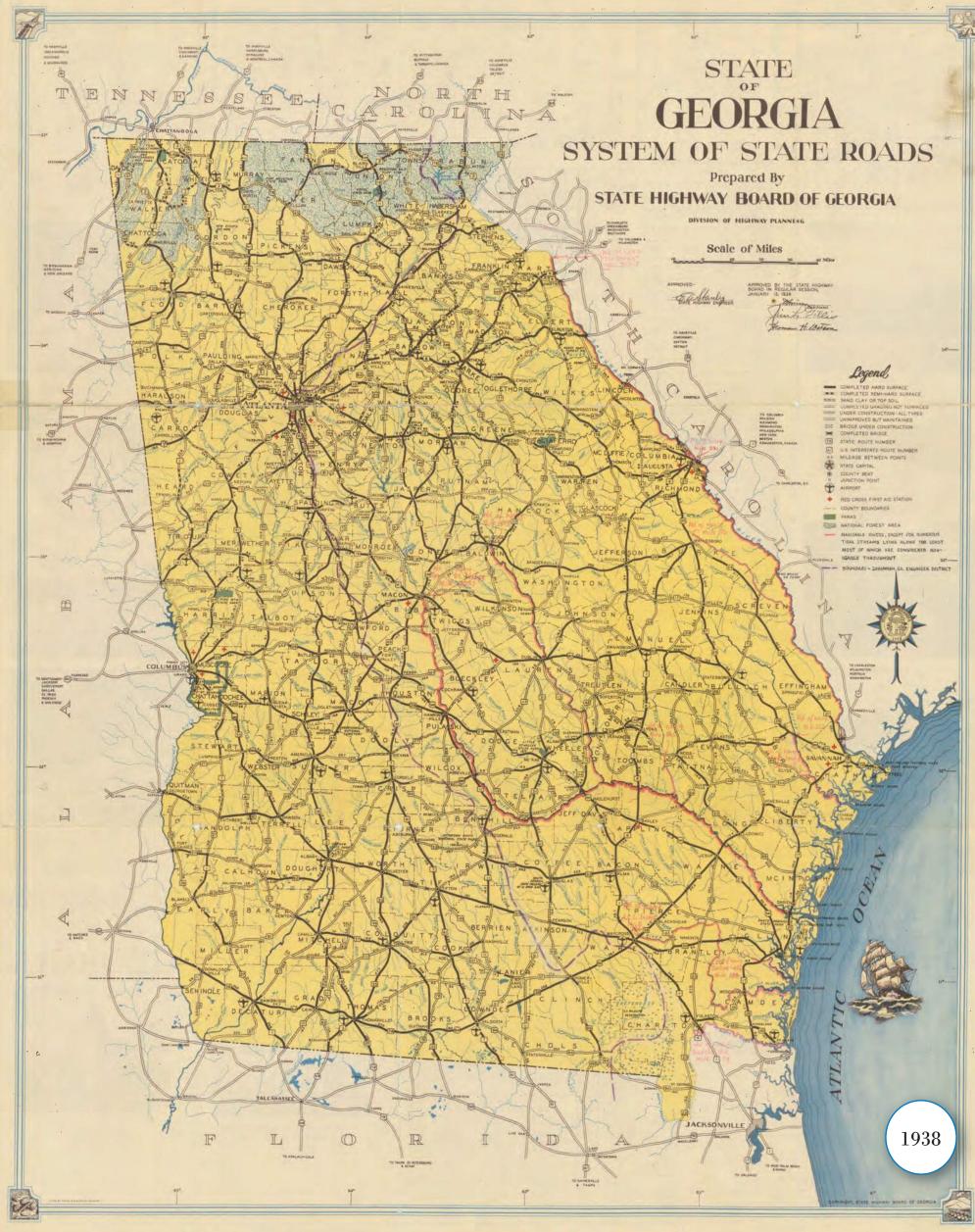
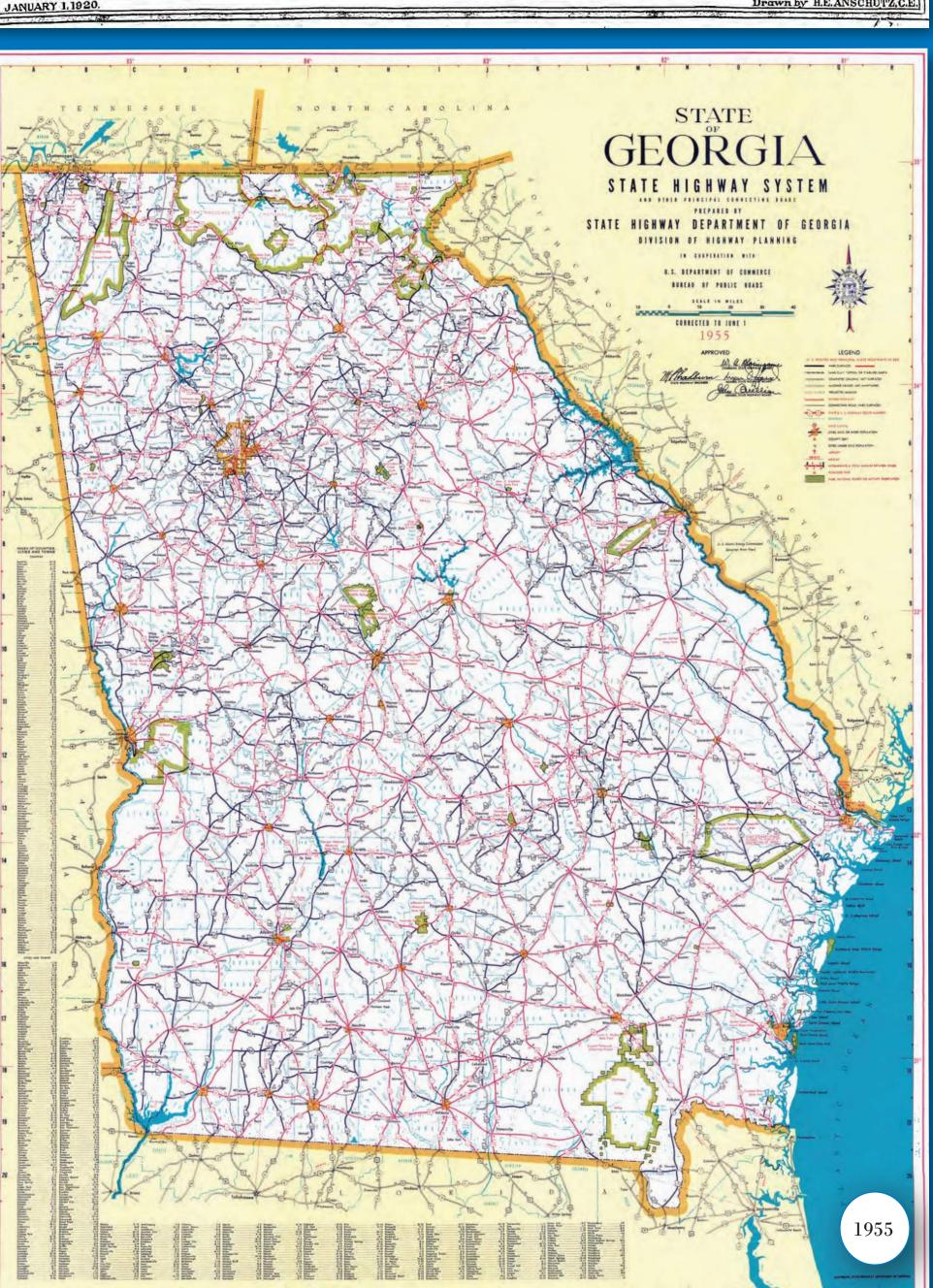
Celebrating a Century of Simply the Best in Safety, Service and Innovation 1916









Back Side (Continued):

Courtesy of Georgia Archives, Vanishing Georgia Collection, car120

21. 1930's, WPA Safety Signs - Photo Courtesy of Hargrett Rare Book and Manuscript Library, University of Georgia Libraries 22. 1936, Gas Station - Photo Courtesy of the Library of

23. 1940, Snow Plow - Photo Courtesy of Yancey Bros. Co.

Congress passed the first Federal-Aid

Session and created the State Highway Commission. The State Highway Board was created and the Commission became a Department. At the time, the first field divisions and the maintenance department

to Highways Act. The Georgia

Legislature met in an Extraordinary

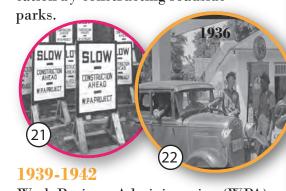
tion; 673 miles of sand and clay roads, and 34 miles of graded roads. The American Association of State Highway Officials developed a nationwide standardized highway numbering

were formed. The Board placed 170

miles of paved roads under construc-

The State Highway Department took its first steps toward highway beautification by constructing roadside

system called the U.S. Route System.

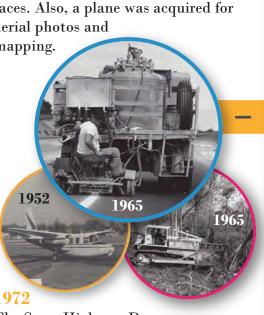


Work Projects Administration (WPA) funds greatly helped Federal-Aid System and Post road building as well as aided the state's economic recovery.

1941-1945 The World War II years saw only essential road work done. The 19th Annual Report said, "The term 'critical' materials emerged from the texts and treatises and became a reality... The common nail, through its scarcity, achieved prominence hitherto unheard of. Pine lumber with which Georgia's forests abound, became available in quantities required for bridge con-

the War Production Board." The State Highway Department conducted studies to measure road surfaces. Also, a plane was acquired for aerial photos and

struction only upon the approval of



The State Highway Department became the Georgia Department of Transportation (GDOT) with increased responsibilities.

1970-1975 GDOT spent \$12 million in safety modifications and improvements. By 1976, Georgia ranked in the top 15 states in overall safety.

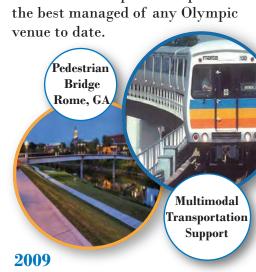
Between November 22 and December 23, 1977, Interstates 20, 75, 85, and 95 were finally opened in their er tireties, making 1977 the "Year of the

Interstate"

in Georgia. The Governor's Road Improvement Program (GRIP) was launched in 1989. GDOT proposed a

2,500-mile system of "economic development' highways to reach areas of Georgia by the Interstate system.

The Summer Olympics were held in Atlanta. It was widely agreed that the traffic and transportation plan was



GDOT received \$931 million in American Recovery and Reinvestment Act (ARRA) dollars for 404 projects. These funds were invested in nearly 2,500 safety, new capacity, maintenance and enhancement projects and bridges.

From humble beginnings to the age of intelligent transportation, GDOT has consistently been a steward of taxpayer dollars and wisely invested in improving the transportation system in Georgia. GDOT celebrates a century of simply the best in safety,

During this time period, the State Highway Department constructed 255 new bridges, 85 percent of which were of reinforced concrete Ogeechee River

The first roads on the State Highway

System were designated.

The State Highway Department moved from East Point to the 2 Capitol Square

Four roads running north and south were completely paved. A 1939 Departmental history quote "Georgia is out of the mud."

The Federal-Aid Highway Act established the need for a system of interstate highways for defense purposes. Also, this act established 19 urban places which became the basis for the state's allocation of urban highway funds.

Construction of the Atlanta Express-

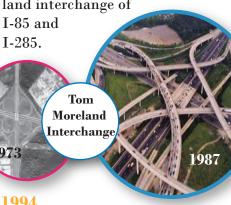
ways began; after

The Downtown Atlanta Connecto the junction of I-75 and I-85, was opened.

The State Highway Department increased their emphasis on planning and public hearings.

Governor Jimmy Carter signed into law the new national 55 miles per hour speed limit, and the GDOT's maintenance crews immediately began placing the 55 mph decals on 8,800 signs on the Interstates and primary highways.

GDOT launched its historic and massive "Freeing the Freeways" program - a \$1.5 billion undertaking that doubled Metro-Atlanta's Interstate lane miles to more than 1.800 over the following decade and featured construction of the iconic Tom Moreland interchange of



High Occupancy Vehicle (HOV) lanes the east side of I-20. Also, GDOT

were introduced to Metro-Atlanta on launched the Highway Emergency Response Operator (HERO) program.

The Traffic Incident Management Enhancement (TIME) task force was launched to address critical issues related to incident managment in the Metro-Atlanta area.

GDOT funded the state's first Safe Routes to School (SRTS) project in Metro-Atlanta to improve safety and increase the number of children, parents, and school



Diverging Diamond Interchange.

The 21st Century

GDOT will continue to focus on innovation and its development of a comprehensive and fully-multimodal transportation network. GDOT will work with partners to strengthen communitities; to expand economic opportunities; and to preserve



All photos are courtesy of the Georgia Department of Transportation's Office of Communications and District Offices unless specifically $noted\ otherwise.$ 6. 2001, Sidney Lanier Bridge (Front Cover)

1. 1910's, Horse-drawn Road Grader - Photo Courtesy of Yancey Bros. Co. Archives (Front Cover) 2. 1941, Road Grader, Augusta, Georgia Airport - Photo Courtesy of Yancey Bros. Co. Archives (Front Cover) 3. 1952, Downtown Atlanta (Front Cover)

5. 2011, Downtown Atlanta (Front Cover)

7. 1955, Gainesville Square (Back Cover) - Photo Courtesy of Georgia Archives, Vanishing Georgia Collection, hall47 8. 1935, University Avenue, Work Program Assistance 4. 2015, Tom Moreland Interchange (Front Cover)

Front Side (Continued):

(WPA) - Photo Courtesy of Hargrett Rare Book and Manuscript Library, University of Georgia Libraries 9. 1936, Macon, Georgia

Back Side (Continued): 10. 1940, Bridge Over the Chattahoochee River, Roswell, Georgia - Photo Courtesy of the Georgia Archives, Vanishing Georgia Collection, Ful-478

11. 1950's, Construction on I-20 near the Georgia State Capital - Photo Courtesy of Yancey Bros. Co. Archives 12. 1950s, GDOT District 4 Interstate I-75 Construction 13. 1950's, GDOT District 4 Interstate I-75 Construction 14. 1955, View from the 14 Street Bridge, Atlanta, Georgia 15. 2007, Aerial View of Downtown Atlanta and Stadium

Back Side (Continued): 16. 2013, GDOT Wildflowers Along I-16 - Photo by Cedric Mohr, Project Manager/Creative Director, GDOT 17. 2009, Hogpen Gap, Georgia - Photo by Tom Conrady 18. 2015, Talmadge Memorial Bridge, Savannah, Georgia -

Photo by Cedric Mohr, Project Manager/Creative Director, GDOT 19. 2015, Atlanta Skyline - Photo by Cedric Mohr, Project Manager/Creative Director, GDOT 20. 1918, Road Crew in Carroll County, Georgia - Photo

innovation.

service, and